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Hongkong Daily Press.

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NEW PREMIER CYCLES. Best American
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MOTOR CYCLES, MAIL CARTS,
RICKSHAS FITTED WITH PNEUMATIC
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all branches of the business. No snatching a
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PORTLAND CEMENT.
Bags of 375 lbs. net \$5.00 per Cask ex Factory.
Bags of 250 lbs. net \$3.00 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st August, 1904. [a1451]

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New Season's Selected
GINGER AND FRUITS
of Standard Quality.
Packed in Rich Syrup and Best Sugar.
STEM GINGER for Table Wine.
Specially recommended.
Delicious and wholesome.
Fixed prices for different assortments.
Orders will be promptly executed.
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Hongkong, 19th August, 1904. [a2022]

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C. J. Guipp & Co.)

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SHIRT & BRECHES MAKERS.
Fit, Quality, Workmanship Guaranteed.
Prices Very Moderate.
Now Showing.—New Lot of Straw Hats,
Felt Hats, Paulins, Umbrellas, Walking
Sticks, Boots and Shoes, &c., &c., &c.
Inspection Invited.
Hongkong, 5th August, 1904. [a1912]

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Care of Daily Press Office.
Hongkong, 22nd August, 1904. [a2015]

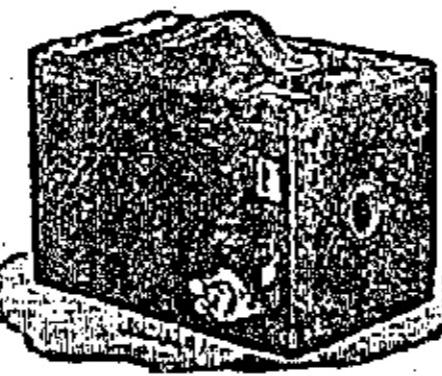
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Inspection cordially invited.
Hongkong, 26th May, 1904. [a133]

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OF
DENTISTRY
Dr. M. H. CHAUN.
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From the University of Pennsylvania, U.S.A.
Hongkong, 3rd June, 1904. [a164]

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MARINE AND ELECTRICAL CONTRACTORS.
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HONGKONG:—15, QUEEN'S ROAD.
6th August, 1904. [a35]

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Hongkong, 8th July, 1904. [a1184]

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TELEPHONE 460. [a1708]

HONGKONG, 15th August, 1904. [a1708]

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It is these "finiky" people who are best pleased with our Soda—it's flavor, its richness, its perfection.

It is entirely "a matter of taste" with the people who say that our Soda is the best in town.

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CHEMISTS, AERATED WATER MANUFACTURERS,
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Hongkong, 1st June, 1904. [a1287]

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Buchanan's Whiskies are recognised throughout the World as the Best.

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Try one and you will never want any other Whisky.

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Hongkong, 22nd August, 1904. [a2054]

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Brown Bread made from the well-known Graham Flour is a specialty.

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Hongkong, 24th August, 1904. [a2064]

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Hongkong, 2d July, 1904. [a1621]

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Anonymously signed communications that have already appeared in other papers will be inserted.
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The Daily Press.HONGKONG OFFICE: 14, DESVŒUX ROAD, S.I.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 26TH AUGUST, 1904.

THE CHAMBERLAIN "Commission" has already published the results of its inquiry into the Iron and Steel industry; and we have been favoured with an advance copy of the report. The committee of inquirers admit that until they have investigated all the trades they cannot make any final recommendations; but on the strength of what they have been told by expert witnesses already examined, they have arrived at certain conclusions which are incorporated in the present bulky book. These are published to-day in another column. Notwithstanding the imposing list of witnesses cited, and the formidable catalogue of official returns mentioned as having been consulted, we fancy the suggestion will be made that witnesses have been called only "for the prosecution" of particular propaganda. Certain names familiar in the iron and steel world do not appear in the list now presented, a fact that may mean little or much, according as we sympathise with the aims of the promoters of these investigations, or otherwise. The first important table has to do with the average annual production of pig iron in various countries, and we may not deny that such figures are evidence of the relative prosperity of the industry in the several countries dealt with. We must, however, repudiate the suggestion that they are, by themselves, "satisfactory tests" thereof. Taking the three principal countries, we learn that in 1903 Great Britain produced 8,810 thousand tons of pig, Germany 9,860 thousand, and the United States eighteen million tons. The relative figures in 1876-80 were 6,660,000, 2,140,000, and 2,200,000. Comparisons of respective increases, percentages, &c., are worked out exhaustively in the next four or five pages,

and the changes are rung by means of diagrams more or less graphic. Thus is established the fact that at the end of the seventies, the United Kingdom was producing forty-five per cent. of the world's output; and "the production of pig iron has just kept pace with the increase of population," while in Germany and the United States it has been continuous and much more rapid than the increase of population. From being the biggest producer, we have descended to third place. This looks very bad and there is small consolation to be derived by contradicting another conclusion, that "the pig iron industry of the United Kingdom is almost stationary." It is not, of course. The table shows, if calculated in a less pessimistic spirit, that in a quarter of a century our production of pig iron has been increased about thirty-four per cent. The fact that it was a trifle greater four years ago is capable of an explanation other than Mr. CHAMBERLAIN would be inclined to offer. The increase has been continuous since the falling-off in 1901. Granting, however, all these statistics, which are even more depressing in the case of steel, we have yet to consider how far they justify the general conclusions based upon them. Our tone of dissatisfaction with the report must not be interpreted as hostility to the CHAMBERLAIN policy. The nature of the argument we are about to advance precludes us from denouncing the belief that inspired the inquiry. What we do say is that these disciples of the ex-Colonial Secretary must have weakened his case in the eyes of impartial thinkers, by bilking certain aspects and falsely emphasising others. After showing in the figures quoted that in one detail at least a British industry has progressed (although not to their satisfaction), they proceed in a caption to speak of its "relative decline." That might have passed, but in the comments under the caption, they abruptly drop the word "relative," and speak of "the decline of the British Iron and Steel Industry." That is not a proper way to present evidence; it would not have been adopted, we fancy, in the report of a Royal Commission. Throughout we find the *argumentum ad ignorantiam* methods of the ex-Parte Counsel addressing the jury, rather than those of judges reviewing the evidence; and we cannot think that such methods will inspire confidence in the numerous electors who have awaited this report with open minds. It is admitted, for instance, that the supply of raw material is a factor; but the admission is immediately belittled by the assertion that "in respect of distance (over which ore must be conveyed) the United Kingdom is under no disadvantage as compared with her most serious competitors." Geographically speaking, the American furnaces may be as far removed from the sources of ore and coke supply as are our own; but is that all to be said on the subject? How do the English freight charges compare with American? English ore, which is the best known, is almost worked out. What there is of it is rendered almost prohibitive by the royalties to be paid, and the enormous freight charged over the short distances it must travel. Spanish ore, upon which we chiefly depend, has to be carried to the ship, shipped unshipped, and again loaded to the smelting works. American ore, once in the wagon, is carried a much longer distance at a cheaper rate, and discharged at the furnace door. The "evidence" of "some witnesses" (we are left to sift them out for ourselves; no citations being made in section V) took the shape of mere opinion, thus: "Supposing a preferential system established, . . . the United Kingdom would have an advantage over other countries." Surely not over the most serious competitor, America, who is, after all, her own best market, so that, in times of over-production, it is understandable that Pittsburgh could easily itself of surplus by "dumping." All the witnesses attached great importance to technical education as a factor. The report, in view of Germany's superiority to us in this respect, dares not ignore it, but says "it cannot be maintained that education alone, divorced from the larger question of policy, would have sufficed to maintain the lead of Great Britain." There's the rub. The whole tenor of this report is to make tariff alteration the "larger question"; and, with insufficient proof, to establish it as the first, imperative remedy. Local rates have gone up, but the increase is inadequate, it says, to account for the shocking state of affairs. Labour costs, higher wages and shorter hours, are another serious factor, but, we are told, the difference of labour cost is "not a new factor" and does not account for (again the sweeping language!) "the demoralisation of the market." The factor we have mentioned is noticed, and our contention admitted; that "freight charges

"both by land and water are more burdensome" and injurious than in the case of our competitors; but, again, "it is not transport charges alone" which constitute the danger. Of course it isn't, any more than tariff reform is the only remedy for the ills we have.

Analogies never prove anything, but a good analogy will help us to understand proofs. Imagine a tradesman, paying a higher rent for his shop than his competitor does, paying bigger wages for poorer services, paying dearer for his goods; but by his careful attention to business and the excellence of his stock managing to keep out of the bankruptcy court,—and you have an image of British trade. Along comes a friend with a maim for giving advice. He says to the tradesman: "How is it your balance of profit is not larger? High rent? That alone can't account for your position. High wages? Fool! You could get over that item all right. It can't be that alone. Cost price and carriage too high? Yes, that is serious, but that alone can't be keeping you back. What you want is a different policy. Charge your tailor, and your butcher, and your baker's commission or discount on all you buy from them, and then things will improve." There, it appears to us, is a faithful echo of the tone of this report of the Tariff Commission. Foreign countries are securing a growing proportion of our colonial trade? Preferential tariffs would undoubtedly scotch the trouble, but would never make an end of it, so long as those other and older factors are permitted to be looked upon as less important questions. There is "want of skill and enterprise" on the part of our British workmen, so long as they are allowed to follow the old rules of thumb that answered for limited outputs. They must be given facilities for proper technical instruction, there must be fewer strikes and fewer "play shifts." Our manufacturers must emulate the enterprise of their competitors in installing modern, up-to-date tools, instead of "making do" the old machineries they began with, and that ought, as a rule, to find their way back to the blast by way of the scrap heap. So, and so only, will they be enabled to disturb the security in their home markets of the "dumping" competitors, for the first obvious reply to "dumpers" is to be able to "dump" back. As it is, our own firms have too often been afraid to accept orders, knowing that (apart altogether from questions of national policy) they were indeed at various disadvantages with competitors. To sum up our position, we may take another analogy, this time from holy writ. Mr. CHAMBERLAIN's proposals may constitute "the larger question," like CHRIST'S final advice to the rich young man who wanted to be saved. We do not dispute it. But first, all those other things have to be attended to, for, unlike the rich young man, we cannot as a nation say that all these things have we observed. It is those factors which stand on a par with the washing twice in Jordan recommended on another occasion by ELIJAH. Mr. CHAMBERLAIN, like NAAMAN the leper, would rather begin with a more imposing remedy; and like him, his disciples seem inclined to argue that Jordan cannot pretend to rank in importance with the Damascus river, Abana and Pharpar—for which, read preferential tariffs and retaliation.

One Chinese death from plague was announced yesterday.

Mrs. Pym, wife of the Bishop of Bombay, died of cholera at Poona.

The Times of Ceylon says the Governor, Sir H. A. Blake, is a good waltzer.

The "Vigilance Committee" at Johannesburg lynched a negro last month for assaulting a white woman.

A Bill has been passed by the Dutch Legislature to establish a Department of Agriculture in Netherlands India.

Mr. T. J. Campbell, who succeeds Mr. J. L. Pigot as Conservator of Forests in Ceylon, arrived on the 8th instant by the *Sumatra* from Calcutta.

The Paris *Temps* reports new and important gold discoveries near Antananarivo, the capital of Madagascar. The reefs are said to be similar to those of the Transvaal.

Next month, early, says the Indian *Daily News*, a score of captains of the Royal Army Medical Corps will be promoted to the rank of Major on completion of twelve years' service.

Mr. Rufus Isaacs, K.C., Liberal candidate, has been elected for Reading, having polled 4,770 votes against Mr. C. E. Keyser, Conservative, who polled 4,540, and replacing Mr. G. W. Palmer, the Liberal member resigned.

Two numbers of the monthly *Boletim da Sociedade de Geografia de Lisboa* have reached us, in which historical, critical, and geographical articles appear, some continued from previous numbers, and others commencing.

A smart cartoon appeared in the *Sun* last month. John Bull, brandishing his hunting crop at "the Red Sea Pirate," is saying: "You've had one Malacea, now how'd you like a taste of another one?"

This is how the *Times of Ceylon* explains its cessation from a controversy with the *Ceylon Observer*: "The matter was allowed to drop, because it is only in early life that manners can be successfully inculcated."

A cricket match was played last month at Beckenham between the Hongkong and Shanghai Bank and the Chartered Bank. The game was won by the former with a score of 98, the total of the Chartered Bank's team being 55.

A new line of telegraph connecting St. Petersburg directly with the station at Manchuria, which is at the northern end of the Manchurian Railway, has been installed in the space of 88 days. The length of this new line is 4,383 miles.

A. Chamberlain in a recent speech in the House of Commons referred to the Chinese emigrants to South Africa as men who earned not a penny a day in their own country. We wonder where coolies willing to work for about a penny a day are obtainable?

Another alarm is provided for Hongkong folk by the report of an accident at Colombo. The Chief Clerk of the Railway Department there had his shoulder dislocated; the wheel of the rieba in which he was riding got into a tramway groove and upset him.

Admiral Alexeieff, the Russian Viceroy in the Far East, has appointed the Grand Duke Boris, the Tsar's cousin, to be special service officer to General Kuroptkin. This appointment is regarded as disposing of the stories current in the Continental newspapers of the Grand Duke's eccentric behaviour and insubordination.

The author of the "Unspeakable Scot" and "Lovely Woman," who lost an action for libel which he brought against the *St. James' Gazette* (on a criticism of the latter book), has since appealed. Three judges of the Court of Appeal practically decided that it "served him right" and dismissed the appeal, with costs.

A native firm of two brothers in Bombay, announcing the death of their father to their customers, wrote as follows: "Gentlemen.—We have the pleasure to inform you that our respected father departed this life on the 10th instant. His business will be conducted by his beloved sons, whose names are given below. The opium market is quiet and Mal. 1,500, rupees per chest. O death, where is thy sting? O grave, where is thy victory?—We remain, etc."

The Parsee Charity Funds of Hongkong lost two trustees by the deaths of Mr. M. N. Melita and Mr. D. Nowrojee. Mr. N. K. Antia (of Messrs. Tata & Co.) and Mr. H. N. Cooper, merchant, have been appointed to the vacancies. Mr. F. H. Arjani, secretary of the Funds, is going home to India at "Navasare" next month, and his place will be taken by Mr. B. L. Battivalli (new manager, N. Mody & Co.). Mr. Battivalli is expected to arrive on the steamer *A. Aspin*.

The number of Chinese in Hawaii is given officially as 23,762. The Japanese in the island number 61,116. The late Governor of the territory recommended that a limited number of Chinese labourers should be admitted to the territory conditionally on their engaging only in agricultural, mill, and domestic work during their stay, and subject to deportation at their own expense upon their ceasing to do so. The introduction of such labourers would be authorised, says the British Consul, be a great boon to the planters.

Princess Christian paid a visit to Aldershot last month to open the new wing of the Church of England Soldiers' Institute, one of the finest buildings of its kind in existence. The Princess reached Government House from Windsor by motor car, and, after lunching with Sir John and Lady French, proceeded to the institute. There she was received by General Moncrieff and the committee, a guard of honour furnished by the 2nd Durham Light Infantry being mounted.

According to its balance-sheet, recently published, the gross profits of the Russo-Chinese Bank last year were 4,292,052 roubles. The sum of 1,800,000 roubles was added to the special reserve fund, and 213,661 roubles were passed to the reserve capital, that is, to the Chinese Government. The directors received in bonuses 102,881 roubles, and the clerical staff 34,294 roubles. After these various allocations, and disbursements a dividend of 8 per cent. was paid on the capital of 15 millions of roubles.

At the Police Court yesterday, the case came up on remand of the two Portuguese boys who were charged on remand with travelling third class in a tramway car compartment reserved for Chinese. Mr. Looker, who appeared for the Company, asked that the charge be altered to one of obstructing an officer of the Company in the performance of his duty, and also in the case of the first defendant, of having travelled on the footboard. He reply to the Magistrate, Mr. Looker admitted that the Company's by-laws were not posted up in the cars, but he argued that that did not affect their validity. The boys stated that they got on the third class portion of the car and offered the conductor third-class fare. This he refused, and though they offered to get off they were not allowed to do so until they were given in charge at the police station. Mr. Gompertz said the boys had no right to stand up in the car when they saw it was full. He found the first charge proven and ordered the boys to be bound over in their own recognisances for 8s each.

The Paris *Temps* reports new and important gold discoveries near Antananarivo, the capital of Madagascar. The reefs are said to be similar to those of the Transvaal.

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Mr. Rufus Isaacs, K.C., Liberal candidate, has been elected for Reading, having polled 4,770 votes against Mr. C. E. Keyser, Conservative, who polled 4,540, and replacing Mr. G. W. Palmer, the Liberal member resigned.

Two numbers of the monthly *Boletim da Sociedade de Geografia de Lisboa* have reached us, in which historical, critical, and geographical articles appear, some continued from previous numbers, and others commencing.

Home papers record the death of Herbert Campbell, the famous comedian. He was sixty-two years old. As his short illness was supposed to be due to an accident, an inquest was demanded.

The *Gouverneur Saigonais* states that the French Government has sanctioned the construction of a large floating dock for Saigon. A scheme is also on foot for the creation of a good harbour and dock at Haiphong.

The President of the Chamber of Mines at Johannesburg last month at a meeting of the Chamber declared that the importation of every 1,000 Chinese coolies involved a capital expenditure of £25,000.

General Van Hontsze has been appointed Governor-General of the Dutch East Indies. The Queen recently complimented the General and the Indian Army upon their services in the pacification of Aceh.

The deepest sounding ever made by any vessel was made by the United States ship *Nero*, while on the Honolulu-Manila cable survey. When near Guam the *Nero* got 5,200 fathoms, or 31,614 feet—only 60 feet less than six miles.

The war fever has penetrated to Seattle. It is stated that when a month ago a railway station was newly established at a town thirty miles distant from Seattle, it was named the Tege Station in honour of the Japanese,

The Singapore Legislative Council accepted the tender of the British India Steam Navigation Co. to carry the mails on the alternate week via India for the sum of \$16,000. This includes the mails to and from Singapore as well as Penang.

It is stated in a London contemporary that the underwriters of the recently-issued Shanghai-Nanking Railway *lén* had to take up about 63 per cent. of the amount they guaranteed. The result is, of course, remarkable. The *L. & C. Express*, due to the nervous feeling induced by the war, was quoted on the 21st ult. 23 to 27 discount, but it was confidently expected that the discount would disappear in a few days.

In prolonging Parliament the King regretted that hostilities were still in progress between Russia and Japan, and said: Questions involving the treatment of neutral commerce have arisen. The issues involved, which are of the gravest moment to the trade of the Empire, will I trust be amicably settled. My Government will energetically support my subjects in the exercise of rights recognised by international law as belonging to neutrals."

At the monthly meeting of the Society for the Propagation of the Gospel in Foreign Parts, the secretary said that in North China Bishop Scott was about to re-occupy the buildings destroyed by the Boxers in Peking. The committee had given him *côte blanche* to erect them wherever he desired; and it must be remembered that the Bishop and the society would claim no compensation for the destruction of their property from the Chinese Government.

The Royal Commission appointed to inquire into the question of the alleged physical deterioration of the British race has sent in its report. The Commissioners state that they found no evidence of any widespread or progressive deterioration of the English people. They found, however, considerable classes who are physically degenerate. They declare that these are chiefly inhabitants of slums, and that their condition is owing to overcrowding, drunkenness, vice, improper feeding, cigarette-smoking by children, and excessive tea drinking.

The Brunswick *Landeszeitung* hears from a most trustworthy source that the German Crown Prince will start on a voyage round the world at the beginning of the autumn. The voyage is to be made on board the training-ship *Charlotte*, which is at present undergoing repairs in the shipbuilding yard at Kiel. The Crown Prince, it is stated, will have the same suite of cabins as was used by the late Duke Paul Frederick of Mecklenburg. His Royal Highness will not do duty as a naval officer during the voyage, but will devote his time to studying and gathering information.

It seems certain now that the Prince of Wales is to take to racing. The Prince, it is said, has decided not to run anything, except that which he breeds himself—a most commendable resolution for our future King to adopt. A start is to be made with the progeny of three mares which are now at Lord Marcus Beresford's at Newmarket: one has a filly foal at foot, and all three are covered by Persimmon. Then again, it is stated that His Majesty has presented his son with two yearlings, one by Persimmon, the other by Florizel II., so that, as a matter of fact, the colours of the Prince of Wales may be seen on the back of a two-year-old next season.

The latest Home papers contain reports of further phenomenal cricket. Amongst the high scorers may be mentioned Mr. Perrin, of the Essex team, who made 343 not out, and Jessop, who made a score of 206. But nothing is more gratifying or remarkable than the 136 of "W.G." on his 56th birthday. Lancashire's performances this season recall some of the records of Yorkshire in the past few years, and no higher praise is necessary. The team has gone from victory to victory, and with the exception of the Surrey match at the Oval, they have never looked in danger of defeat, even though they followed on against Warwickshire. Hayward, the Surrey batsman, has scored nine centuries in county cricket during the present season. For the last 11 matches his aggregate score is 1,669.

TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

A PLAGUE OF STRIKES.

LONDON, 25th August.

A strike among sailors at Marseilles has paralysed the entire shipping trade of the port.

The strike in the building trade at New York is extending, and the strike among the packers at Chicago continues. At Pennsylvania a strike has begun among the steelworkers.</

THE WAR.

[REUTER'S SERVICE.]

SHANGHAI'S NEUTRALITY.

LONDON, 23rd August.

News from Berlin says that the German Consul in Shanghai has been instructed not to interfere with Chinese neutrality. The Russophil journal *Krae Zeitung* admits that the Japanese demands in Shanghai are perfectly just.

THE GRAVE DETRIMENT.

LONDON, 23rd August.

The Liverpool Chamber of Commerce has forwarded a resolution to Lord Lansdowne earnestly hoping that arrangements will speedily be made to remedy the grave detriment to British commerce resulting from Russia's proceedings re contraband. The co-operation of all other Chambers is solicited.

It is stated that the Russian cruiser off the Cape is the *Sundsvik*, but it is more possibly one of the converted German Liners.

A BELATED PROCLAMATION.

LONDON, 23rd August.

A proclamation has been issued at Malta forbidding the coaling of belligerent ships proceeding to the seat of war, or to anywhere on the line of route, with the object of intercepting neutral ships on suspicion of carrying contraband. The *Times* understands that a similar proclamation will be issued to all British dependencies.

REGARDED AS A RELAPSE.

LONDON, 23rd August.

The appearance of a Russian cruiser on the Capo route has evoked renewed protests from the Press. The *Times* says that, in view of Russia's formal undertakings in reference to the Volunteer cruisers, if the cruiser really is the *Sundsvik*, the question has relapsed to an acute stage demanding prompt and vigorous treatment.

THE LIMIT OF RUSSIA'S CAPACITY.

A Military writer in the *Lester Lloyd* attempts to determine the date when Russia will arrive at the extreme limit of her capacity for action in the Far East, and what this limit is. He says:—"Every 80,000 men, including remounts, require one commissariat train every day. As not more than eight trains can run daily over the Trans-Baikal Railway—of which one is a mail train, and two others must only carry coals and railway material—there remain five trains for the transport of troops or provisions. Assuming that there are now 250,000 men in the Far East who must be fed from Europe, only two trains a day can carry troops. For every additional 80,000 men, another daily commissariat train is needed, so that when General Kuropatkin's army amounts to 400,000 men there will be no trains left for the transport of fresh troops, or horses or war material. If it is assumed that of the 400,000 men only about 300,000 will be actual combatants, the inference is obvious that Russia can never use her numerical superiority to its full extent, and that limits are set to her wish to reinforce General Kuropatkin, limits which may have already been reached in the mobilisation orders issued up to now."

OUR NAVY.

Lord Brassey, before the London Chamber of Commerce, on 15th July, delivered an address on the state of the navy, with special reference to the interests of commerce. He said in first-class battleships ready for service we were equal to a combination of three Powers, and if including ships building, and assuming an equal rate of progress, we were fully up to a Two-Power standard. We were strong in cruisers of every type. We had maintained our maritime supremacy, but we had maintained it by an expenditure never before approached in time of peace. The expenditure necessary for ourselves depended on the expenditure elsewhere. The contingency of war with the United States was not in the contemplation of British statesmen, but we were bound to look more narrowly to naval appropriations on this side of the Atlantic, and we had been compelled to go forward. In naval policy half-measures accomplished nothing. We had now gone beyond the aggregate expenditure on shipbuilding in France, Russia, and Germany and we built at least 20 per cent more cheaply here in Russia and France. The indication was that competition in naval preparations was becoming less severe. If foreign Powers cut down we were ready to follow. In his opinion there was little room for criticism in the latest programme of construction for the British navy. The ineffective class had disappeared, and our efforts in the future might be directed more than hitherto to the reinforcement of the fleet in battleships. He urged that the Admiralty should do more for the education of the young officers of the Naval Reserve, and might give premiums to shipowners for the education of cadets.

THE TYPHOON.

DWELLING HOUSES COLLAPSE.

The failure of the electric power supply yesterday forenoon must have been keenly felt all over the city. We can speak for one business establishment, where the inconvenience was great. The heavy rain made all dark for several hours, and the electric light chose the darkest hour for refusing to shine. We then discovered that candles and punkahs do not work in harmony. If the punkahs swing, the candles melted away; if they didn't swing, we melted. The machine man slept through it all, secure in the knowledge that the wheels would not go round, and that it was not his fault. To add to the editorial worries, with a row of houses blown down, one vessel swamped and other typhoon damage to ascertain, one of the reporting staff must needs allow himself to be imprisoned on the wrong side of the harbour. The ferries had stopped running, on account of the typhoon and numerous Kowloon folk will have to seek provender and lodgement in Victoria until the service resumes. If this sort of thing happens often, and it seems it has been frequently the case in the past, we shall begin to agitate for an underground railway to Kowloon, or an aerial railway.

Several times within the past two months the typhoon signals have been hoisted in the harbour, but no typhoon this season has approached Hongkong so nearly as this one, which has practically put a stop to business during the last two days. Signals have been hoisted since Tuesday, and the shipping business has been practically stopped ever since Sampans, lighters, and junks were specially towed to the usual shelter.

The red signals were replaced at 3:53 p.m. on Tuesday by black signals indicating that the typhoon was within 300 miles south-west of the Colony. By 9:45 a.m. it had moved to the south, and at night it was nearly due south, and moving in a westerly direction. Rain fell incessantly during the whole of Wednesday, continuing throughout the night and the whole of yesterday. Though we have not yet been able to ascertain the amount of rain which fell during the forty-eight hours, it is safe to regard it as the record rainfall of the present season.

The following typhoon warning was printed and distributed yesterday:

Hongkong Observatory,
25th August, 11:30 a.m.

The typhoon has recurred to the Northward, and is now South-West of Hongkong, distant about 140 miles. A very strong gale from the South-East is expected in Hongkong.

W. DOBERCK.
Director.

At mid-day yesterday the barometer was still falling, and the typhoon increased in severity. Steamers which had weathered the storm in the harbour at their usual moorings deemed it necessary to seek more sheltered positions. The ferry service to Kowloon ceased at one o'clock, and those who had gone across to Kowloon were unable to get back, while the many who were unable to cross over to their homes communicated their excuses to their friends on the Peninsula by the courtesy of the police, who are in telephonic communication with the mainland.

Rumours as to the damage done were, as usual, prolific, and for the most part untrustworthy. The large Tacoma liner *Shawmut*, 9,606 tons, which had sought shelter in Kowloon Bay, dragged her moorings and went ashore. One of our reporters sent to investigate the case of the *Shawmut*, was storm-bound himself on the other side of the harbour. All that is known on this side is that the *Shawmut* dragged away from her anchorage, and that the tug *Robert Cooke* was unable to tow her off after she struck.

The P. & O. steamer *Ghuzen* which was due yesterday morning, had not arrived when we went to press.

Down at the water front, the sea presented a scene of awesome grandeur, when the flying clouds of spray over the sea-wall permitted its turbulent waters to be viewed. Along the Praya, shops and offices were tightly closed, for the squalls threatened to wreck exposed interiors.

When the Ferries had to stop running about one o'clock, many Peninsula passengers were disappointed, and said so. Some induced a Chinese launch to take them over. This is the vessel referred to in the introductory remarks at the top of this column, as having swamped. No confirmation of the rumour has reached us, however, and we presume that a safe if exciting crossing was effected.

The *Amur* had a narrow escape from being dashed to pieces at the Canton wharf. One of her mooring ropes gave way.

Some of the refuse hoppers sank. Their masts were occasionally visible where they lay.

Opposite the office of Messrs. Butterfield and Swire a cargo boat broke up, and several dory-like junks and much wreckage were reported not far away.

Another narrow escape was that of the Manila-ran boat *Zafiro*, which broke adrift from her fastenings during the afternoon. After colliding with the Douglas Co.'s barge, and just missing their wharf, she managed to make Stonecutters' Island shelter.

The French mail, which was to have left on the homeward voyage at mid-day on Tuesday remained at her moorings till 8:30 p.m., when she ventured out through the Lyemoon Pass.

The *Empress of India* left the harbour, but probably only to ride out the storm in the Lyemoon Pass. The same remark probably applies to the French mail steamer which left for the North at noon yesterday.

The shipping business is, of course, practically at a standstill. The *Euangelia* was unable to return to Macao as usual.

FIRST REPORT OF TARIFF COMMISSION.

The conclusions of the Chamberlain tariff commission, referred to in to-day's leader, are presented as follows:

Our inquiry has shown:

(1) That the Iron and Steel industry of this country has declined relatively to that of other countries;

(2) That our export trade to foreign countries has diminished, while that to the Colonies has increased;

(3) That although our trade with the Colonies has increased, the Colonial market is increasing much more rapidly, and that foreign countries are securing a growing proportion of this Colonial trade;

(4) That the relative decline of the British Iron and Steel industry is not due to any natural British disadvantages or want of skill and enterprise on the part either of British manufacturers or of British workmen;

(5) That it is due to the fact that the manufacturers of the United States and Germany, having secured control of their home markets by means of high tariffs and an organised system for the regulation of their export trade, are in a position to dump their surplus products upon the British and other markets, irrespective of cost;

(6) That the practice of dumping could not be carried on by foreign countries, but for the British system of free imports;

(7) That the British fiscal system should be revised in such a manner as to check this practice, to maintain, so far as possible, our export trade to foreign countries, and develop our Colonial market and increase the employment of the working classes;

(8) That these objects can be obtained by means of a system of tariffs arranged as follows:

(A) A General Tariff, consisting of a low scale of duties for foreign countries which admit British wares on fair terms;

(B) A Preferential Tariff, lower than the General Tariff, for those of our Colonies which give adequate preference to British manufacturers, and framed with a view to securing freer trade within the British Empire;

(C) A Maximum Tariff, consisting of comparatively higher duties, but subject to reduction by negotiation to the level of the General Tariff.

THE PORT OF COLOMBO.

A "tea-merchant" writes:—Some ten years ago, in spite of almost unanimous protests of the pilots and the captains of those steamers which regularly used the port, a northern arm was decided on at the entrance to the harbour, the intended utility of which was no doubt to secure smoother water and cheaper working for the cargo lighters, while the colossal monument of stone was to prove a lasting record to those who were then in power.

The result has justified the opinion of the nautical men, but the Government authorities have wished to cover any difficulties of navigation that have arisen in connection with Admiralty vessels by buying two tugs (the *Samson* and *Goliath*) of great power and of great cost both in production and upkeep. That tugs may be necessary is debatable, but far more economical ones would answer every mercantile purpose, especially as nearly all the large liners are now fitted with twin-screws, and so can turn round and berth without assistance.

If all these mistakes could be forgotten it might be well to let them rest, but the latest move by the authorities is to raise the rates on shipping generally (not those only which use the tugs, mind you), and so to make the port more expensive all round. With the present state of trade in Ceylon, this is deplorable. Those whose business is chiefly in coal may hope in the near future to find a cheaper and more commodious port on the other side of the Straits, but this again will only help to make more serious the position of those whose trade must, of necessity, be conducted at Colombo.

For years there has been a desire that the conduct of business should be taken from the present authority and placed in the hands of a businesslike and properly constituted port trust, and this last proposal to weigh down the port may be expected to raise a cry that even "Samson" and "Goliath" will not be strong enough to put aside.

THE BALTIMORE FLEET.

Official orders were published last month with regard to the Baltic Fleet. The second Pacific Squadron will be made up of two detachments, the first being composed of the following vessels:—*Emperor Alexander III.*, battleship, 13,600 tons, 18 knots; *Ostroby*, battleship, 12,674 tons, 18 knots; *Narva*, battleship, 10,206 tons, 16 knots; *Sissoi Velichy*, battleship, 8,500 tons, 16 knots; *Admiral Nakhimov*, armoured cruiser, 8,524 tons, 16 knots. The second detachment will be composed of the following vessels:—*Azov*, cruiser, 6,630 tons, 20 knots; *Dmitri Donskoii*, armoured cruiser, 16 knots; *Svetlana*, cruiser, 3,825 tons, 20 knots; *Almaz*, cruiser, 2,385 tons, 19 knots. The vessels will carry a full war complement of guns and ammunition. While the vessels are in the roadstead they will be surrounded by a chain of armed guard cutters.

A poor woman, stricken in years, was found in illicit possession of salt, which it is said the *Slam Observer*, an Indian Government monopoly. She was brought before the European magistrate. Beyond denying vigorously that it was salt, she would say nothing. The incriminating powder was turned out of the jar on the magistrate's table; he dipped his finger in it, and tasted it. The woman burst into a flood of tears, exclaiming: "The police beat me and bully me to make me tell lies, and I am brought here to see the salt eat the ashes of my poor husband."

[W. R. in To-day.]

ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

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133

Hongkong, 8th August, 1904.

SUGAR IN 1903-4.

JAPAN, HONGKONG, AND THE PHILIPPINES.

Sugar was imported into Japan in 1903 to the value of £2,140,232 as against £1,476,224 in 1902. This large increase was entirely in raw sugar, for which there has been an active market throughout the year. In this trade the Dutch Indies have had by far the largest share.

The receipts from Hongkong were even less in 1902. In former years the value of the Hongkong sugar trade with Japan often exceeded £1,000,000, and was seldom much below that figure. It has suffered from the competition of the bounty-fed article and of the Japanese refineries. These latter receive encouragement from the Japanese Government in the shape of a rebate on raw sugar, established in 1902, the duty of 27 sen per 133 lbs. being refunded on sugar below Dutch standard No. 14 if refined within a year. There are two refineries at work in Japan, one at Osaka and the other at Tokyo. According to the reports of these companies, their sales amounted in 1902 to 13,000 tons and 9,000 tons respectively. Both are increasing their plant, and a large refinery is being erected near Moji, which is expected to begin working this year. The Japanese demand for sugar is a constantly growing one, and time must elapse before the native refining industry is in a position to satisfy it. Latterly, bounty-fed beet sugar has supplied the deficiency, but the situation should undergo a change now that bounties have been abolished in Europe.

It is too early to judge how far their abolition will permanently benefit the Hongkong trade with Japan. At present it looks as though it might help it, for since the abolition of the bounties in September last there has been a marked falling-off in the importation of German and Austro-Hungarian beet sugar.

The sugar industry of the Philippines is in a deplorable state, and yet no country in the world offers brighter prospects or more profitable returns to the sugar investor. At present the unjust tariff discrimination operates largely against any great improvement, but there are other causes just as weighty which keep the industry down. It is not altogether the tariff. When trade is dull and prices are low, manufacturers are too prone to seek redress in legislation or tariff tinkering, without first using every endeavour to lower the cost of production by improving their plants and economizing labour. The Philippine sugar planters are in precisely the same predicament that befell many estates in Cuba, and nearly all of the estates in Porto Rico and the Antilles. Up to ten years ago the ruling prices of sugar were high, and anybody could make enormous profits manufacturing the raw article. Extravagance was the order of the day. A sugar plantation was better than a gold mine, and the planters were the aristocrats of their respective countries. They lived in the gayer capitals of the world, spending their incomes like princes, leaving their properties to be managed by strangers. As long as the immense profits rolled in, they never thought of improving their properties, or installing modern machinery.

And then slowly the conditions changed. The German beet sugar industry came into prominence. Fostered under governmental subsidies, employing the most expert chemists, the latest improved machinery, and with capitalists willing to receive a legitimate return on their investments, they forced the price of sugar down all over the world.

There are good profits in the sugar business if properly conducted, but when only about 60 per cent. of the juice is extracted from the cane, and half the available sugar realized, it is no wonder that the profits are on the wrong side of the ledger at the end of the crop.

THE "ALLANTON" CASE.

A St. Petersburg despatch states that M. Passova, a distinguished international lawyer, who has been called to the English Bar, has been retained to conduct the appeal of the owners of the Belfast steamer *Allanton* and of the cargo seized on June 16, against the decision of the Russian Police Court at Vladivostock. The appeal will be heard before the Council of the Russian Admiralty, with two Senators belonging to the Russian Court of Cassation. An official of the Russian Ministry for Foreign Affairs and the legal adviser to the Ministry of Marine will conduct the Russian case. The British Embassy has been in communication with the Russian Ministry for Foreign Affairs regarding the seizure of the *Allanton*, but in any case no formal protest will be made, nor any demand for compensation presented, pending the result of the appeal. Mr. Balfour has consented to receive a deputation from the Parliamentary Shipping Committee to protest against the confiscation of the steamer *Allanton* and her cargo by the Russians. According to the *Daily Mail*'s St. Petersburg correspondent, the protest against the seizure of the steamer *Allanton* is likely to meet with scant consideration, since among the ship's papers was found a written undertaking of the steamer *Allanton* to pay the full value of the ship to the possessor of the vessel in case it was seized by the Russian authorities.

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until unremitted.

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Hongkong, 26th August, 1904. [175]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

A N INTERIM DIVIDEND at the rate of 5 per cent. (Two Dollars and a half per Share) for the Six Months ending 30th June, 1904, will be paid on application to those Persons who are registered as Shareholders in the above Company on the 31st August, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th to the 31st AUGUST, both days inclusive.

EDWARD OSBORNE,

Secretary.

Hongkong, 25th August, 1904. [2076]

FAREWELL PERFORMANCE and GRAND TESTIMONIAL BENEFIT at the METROPOLE THEATRE, TO-MORROW (SATURDAY), 27th AUG.

A Special Programme Arranged.

Mr. CHRISTIE announces that Saturday's performances will be the best for several weeks, as he contemplates making extensive improvements to the Theatre, including the installation of an electric light plant. This performance, besides being a farewell to the artists, will be made the occasion of a Grand Testimonial Benefit to his Business Manager, Mr. CHARLIE WARRE.

Prices \$2 and \$1, Soldiers and Sailors in uniform half price.

Tickets may be purchased and seats reserved at the Metropole Hotel or Praya East Hotel.

SATURDAY, AUGUST 27th.

Hongkong, 25th August, 1904. [2073]

HONGKONG VOLUNTEER CORPS.

A PROMENADE CONCERT will be held at VOLUNTEER HEADQUARTERS TO-MORROW (SATURDAY), August 27th, at 9 p.m.

Tickets \$2 and \$1, may be obtained from Messrs. Kelly & Walsh or Volunteer Headquarters.

If so, the Concert will take place at the Theatre, City Hall.

Hongkong, 22nd August, 1904. [2047]



ZETLAND LODGE NO. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREE-MASON'S HALL on THURSDAY, the 1st SEPTEMBER, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 24th August, 1904. [2066]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from W. T. PUDDERPHA, Esq., to Sell by Public Auction,

TO-DAY (FRIDAY).

the 26th August, 1904, at 2.30 p.m., within his residence, No. 3, LYMEON VILLAS, Kowloon.

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DOUBLE 1½" BEDSTEADS with WIRE and RATTAN MATTRESSES, MARBLE-TOP WASHTANDS, TEAK-WOOD WARDROBES with BEVELLED GLASS TEAKWOOD EXTENSION DINING TABLE and CHAIRS, MOROCCO-COVERED ARM CHAIRS, TEAKWOOD SIDEBOARD with GLASS, DINNER WAGGON, DINNER SERVICE, GLASSWARE, MARBLE-TOP BLACK-WOOD FLOWER STANDS, PICTURES, COOKING STOVE and UTENSILS, &c.;

Also 2 COTTAGE PIANOS, one by Dunn, Ellis & Hill, London, and the other by J. L. Burgh Schröder, Magdeburg (both in good order and condition);

And A Quantity of PALMS IN POTS. Catalogues will be issued.

TERMS:—As usual.

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Hongkong, 23rd August, 1904. [2059]

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F. X. DALMADA & CASTRO,

Solicitor for the Vendor,

or to

MR. GEO. P. LAMMERT,

Auctioneer.

Hongkong, 24th August, 1904. [2067]

B EING all that Piece or Parcel of Ground situated at Victoria in the Colony of Hongkong known and registered in the Land Office as Section A of Marine Lot No. 1 A. The said premises are held for the residue of the term of 999 years granted by an Indenture of Crown Lease dated the 27th day of August, 1874, subject to the payment of the annual sum of \$18, being a proportion of the rent and to the covenants and conditions contained in the said Lease.

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Hongkong, 24th August, 1904. [2067]

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THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 9th June, 1904. [175]

TO LET.

NO. 17, WONG-NEI-CHONG ROAD, facing Race-course.

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Hongkong, 29th July, 1904. [1846]

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SECRETARY.

A. S. Watson & Co., Limited.

Hongkong, 17th June, 1904. [1515]

TO LET.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 29th July, 1904. [1846]

TO LET.

YEE SANG FAT,

At the Above Address.

Hongkong, 15th August, 1904. [1951]

TO LET.

C. MOONEY,

Secretary.

Hongkong, 17th August, 1904. [2003]

TO LET.

CHINA SUGAR REFINING CO., LTD.

Hongkong, 29th July, 1904. [1846]

TO LET.

FURNISHED OR UNFURNISHED.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 29th July, 1904. [1846]

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<p

INSURANCES

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO.
Hongkong, 1st January, 1894.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at current Rates.

REUTER, BROCKELMANN & CO., Agents.
Hongkong, 21st April, 1897.

PHOENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO., Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1897.

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospects on application.

TURNER & CO., Agents.

Hongkong, 23rd September, 1903.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31 DECEMBER, 1903,
£16,993,650.

I. AUTHORIZED CAPITAL..... £3,000,000.
SUBSCRIBED CAPITAL..... 2,750,000.
PAID-UP CAPITAL..... 687,500 0 0

II. FIRE FUNDS..... 3,056,961 12 3

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 18th June, 1904.

1898

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.
INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS & CO.

Hongkong, 28th April, 1904.

WANTED.
BY A Young and Capable Englishman, a position as BOOKKEEPER, TYPE-WRITER, or General Office Assistant, with a good knowledge of French.

Apply—“SITUATION,” Care of Daily Press Office.

Hongkong, 20th August, 1904.

1893

WANTED.

In a Solicitor's Office in Hongkong, a thoroughly efficient SHORTHAND CLERK and TYPEWRITER (either male or female); salary to commence with, £15 per month.

Apply in writing to—LEX,

Care of Daily Press Office.

Hongkong, 20th August, 1904.

1894

NOTICE TO MARINERS.
No. 205 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

SOUTH CHANNEL ENTRANCE TO THE YANGTSE.

Kintoo Lightship to be replaced by a Gas-lighted Lightvessel.

NOTICE IS HEREBY GIVEN that about the beginning of October next, the present Kintoo Lightship will be replaced by a Gas-lighted Lightvessel.

The new Lightship will be of steel, 70 feet long and 21 feet beam, painted red with the word “Kintoo” on her sides in white letters.

The light will be exhibited from a lantern carried by an iron column, and will be Dioptric, Group Occulting, of the Fourth Order, showing a fixed white light varied by two eclipses every 20 seconds as follows:

Light..... 12 seconds,
Eclipse..... 2 "
Light..... 4 "
Eclipse..... 2 "
and so on.

The centre of the Light will be 30 feet above the water, and the Light should be visible in clear weather at a distance of 11 nautical miles.

During foggy or thick weather a 10-owt. fog bell will be struck 3 double blows in each minute, the interval between the blows of each pair being 5 seconds, and between two successive pairs of blows 15 seconds.

If the Lightship is driven from her proper station, the usual light will not be shown, but a fixed red light will be exhibited at each end of the vessel during the night and a red flag hoisted by day.

From the 1st of September, until this change is made the fogsignal on the present Kintoo Lightvessel will consist of a Gong sounded every 15 seconds.

H. G. MYHRE,
Acting Deputy Coast Inspector.
Imperial Maritime Customs,
Canton Inspector's Office,
Shanghai, 15th August, 1904.

1895

MAIL TABLES

FOR
1904.

Mounted on Card 32 cents
Paper 20 cents

On Sale at the Daily Press Office.
Hongkong 5th March, 1904.

1896

INTIMATIONS

HOW'S YOUR LIVER?

The liver is called upon in tropical and sub-tropical countries to serve the physiological functions of the body in a manner altogether in excess of what obtains in temperate climates,” says the Journal of Tropical Medicine. “The first effect of heat is to excite the action of the liver, but after residing for some time in a tropical climate, the liver becomes exhausted and the balance of function is now above, now below the normal. The consequence is digestive and other troubles, which are ever apt to sicken the habit of taking drugs. The ailment is functional merely, and a mild corrective is all that is required. Abbey's Efervescent Salt is a corrective of the nature indicated, and we have no hesitation in recommending it. It is pleasant to take, and can be used as a refreshing drink, or as a gentle laxative, according to the quantity taken.”

Abbey's Salt is a pleasant, cooling, invigorating, effervescent tonic laxative; it regulates the action of the Stomach, Liver, Bowels and the system generally, it aids digestion, promotes excretion, purifies the blood and clears the complexion.

Abbey's Salt makes a delicious and refreshing draught at any time; it tastes somewhat like Soda Lemonade, and is particularly enjoyable as a healthful beverage in hot climates.

Sold in two sizes by all Chemists or Stores, and by WATKINS, LTD., and A. S. WATSON & CO., LTD., Hongkong.

[149-8]

HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST Bottled in Japan by H. E. REYNELL & CO.

DEBEWARE OF JAPANESE IMITATIONS.

G. BLACKHEAD & CO., AGENTS.

Hongkong, 31st July, 1898.

[1898]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, and TOWBOAT CO.'S OCEAN S.S. CO. and CHINA MUTUAL S.N. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. MIHARA,
Manager.

Hongkong, 20th May, 1899.

[1299]

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the Highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRADBY and HINCLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first-class nature, and that showed that scrupulous care was exercised in the course of their manufacture.

ANOTHER BIG SWINDLE.

Any moment may bring the news of Count Villamarina's arrest for swindling. M. Andre, judge d'instruction, has the case in hand, while M. Hamard, chief of the Detective Department, who holds a warrant for the Italian nobleman's arrest, reports good progress. The Count by means of a clever swindling trick successfully managed to bleed various people in London and elsewhere of sums amounting to nearly £100,000, allying that he had secured from M. Rouvier the French Minister of Finance, a most valuable concession—the right to impose a tax of two sous on every Stock Exchange transaction taking place on the market, as distinct from the official market on the Bourse here. His false statement brought him thoughtless victims, who, believing the Count to be sincere—the more so as he was well known in London Society—placed confidence in him, and entrusted him with money. He is now wanted for fraud. Being still at large, the Count can all the more easily afford to laugh at the number of people whom he so cunningly swindled.

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SHIPPING.

ARRIVALS.

IRBAL, British str., 2,905, Robinsou, 24th August.—Durban, 30th July, Ballast.—Gib, Livingston & Co.

SUNGJIANG, British str., 1,421, J. Robinson, 24th August.—Manila 21st August, Hemp.—Butterfield & Swire.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.

25th August.

CARL Biedermann, German str., for Hoihow, Easay, British str., for Shanghai, Zacter, British str., for Saigon.

Hannover, British str., for Yokohama.

Samoa, German str., for Bangkok.

Zyr, Norwegian str., for Hongkong.

DEPARTURES.

25th August.

CHOYBANG, British str., for Canton.

ERNEST SIMON, French str., for Shanghai.

ERAN, British str., for Canton.

FOMASIA, British str., for Shanghai.

DOWTHEE CASTLE, British str., for Manila.

MAUSANG, British str., for Sankam.

ORANGE, Norwegian str., for Hongkong.

VESSELS IN DOCK.

25th August.

ABERDEEN DOCKS.—Chandlery.

KOW LOON DOCK.—U. S. S. Pathfinder, Shanghai, H.M.S. Leviathan, Lithuan, Changsha, Dervish, Tintail, Shemud, Korad, Hailan.

COSMOPOLITAN DOCK.—Shantung, Crantey, Kanaw.

VESSELS ON THE BERTH

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN." Captain Roach will be despatched for the above ports TO-D-Y, 30th inst., at noon.

For Freight or Passage, apply to

DOUGLAS LAPIK & CO., General Managers.

Hongkong, 25th August, 1904. [2074]

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

(Taking cargo at through rates to THINGTAU).

THE Steamship

"LOONMOON."

Captain F. Kalkofen, will be despatched for the above port TO-DAY, the 26th inst., at 3 P.M.

This Steamer has superior accommodation for First and Second class passengers.

For Freight or Passage, apply to

SIEMSEN & CO., Agents.

Hongkong, 24th August, 1904. [2068]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

Fiume and Trieste (DIRECT), Calling at SINGAPORE, PENANG, CAICUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking cargo at through rates to the BRAZILS to SOUTH AMERICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"NIPON."

Captain Mistricego, will be despatched as above on WEDNESDAY, the 31st inst., P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 2nd August, 1904. [3]

NIPPON YUSEN KAISHA.

FOR MARSEILLES AND LONDON, VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ and PORT SAID.

THE Buckland Line Steamship

"BARALONG."

Captain H. G. Roberts, will be despatched as above on MONDAY, the 29th inst., at DAY-LIGHT.

For Freight, apply to

A. S. MIHARA, Agent.

Hongkong, 24th August, 1904. [2069]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK SUEZ VIA CANAL.

THE Steamship

"EPSOM."

Captain J. Cox, will be despatched for the above port or about SATURDAY, the 3rd September, to be followed by its Steamship, CLAVERBURN,

on or about TUESDAY, the 13th October.

For Freight, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 24th August, 1904. [1630]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN."

Captain Ellis, will be despatched for the above ports on SATURDAY, the 17th September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, tea, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

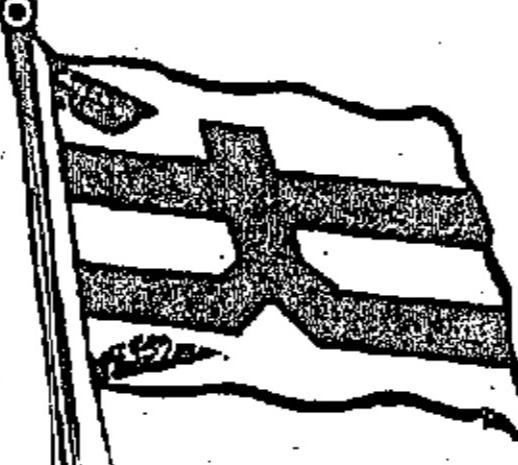
For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 19th August, 1904. [2027]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	CORONADEL	Brit. str.	G. M. Montford	P. & O. S. N. Co.,	To-morrow, Noon.
LONDON, AMSTERDAM & ANTWERP	PELEUS	Brit. str.	S. Barcham	BUTTERFIELD & SWIRE	30th inst.
LONDON & ANTWERP	BEVORLICH	Brit. str.	Thomson	P. & O. S. N. Co.	About 2nd Sept.
LONDON, AMSTERDAM & ANTWERP	GAUCUS	Brit. str.		GIBB, LIVINGSTON & CO.	About 7th Sept.
LONDON, AMSTERDAM & ANTWERP	TYDEUS	Brit. str.		BUTTERFIELD & SWIRE	13th Sept.
LONDON, AMSTERDAM & ANTWERP	PATROCLUS	Brit. str.		BUTTERFIELD & SWIRE	27th Sept.
MARSEILLES & LONDON, VIA S. P. O. & C.	PIQUET	Brit. str.		BUTTERFIELD & SWIRE	11th Oct.
MARSEILLE, VIA PORTS OF CALL	BARALONG	Brit. str.	H. G. Roberts	NIPPON YUSEN KAISHA	15th Oct.
MANCHE	FRENCH	Brit. str.	Monrad	MESSAGERIES MARITIMES	26th Sept., at 1 P.M.
GERMENIA	BLECKER	Ger. str.	Miltzlauff	MELCHERS & CO.	14th Sept., Noon.
SCOTIA	MIFFLIN	Ger. str.	Filler	HAMBURG-AMERIKA LINIE	30th inst.
SCOTIA	ILLUMINA	Ger. str.	Luning	HAMBURG-AMERIKA LINIE	11th Sept.
SCOTIA	BRISAGAVIA	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	20th Sept.
SCOTIA	MONTENEGRO	Brit. str.	Schulzko	HAMBURG-AMERIKA LINIE	18th Oct.
SCOTIA	LOTHIAN	Brit. str.	G. C. Connell	HAMBURG-AMERIKA LINIE	1st Nov.
SCOTIA	NIPPON	Brit. str.	Mistrigore	SHEWAN, TOMES & CO.	7th Sept.
SCOTIA	IDOMENUS	Brit. str.	J. C. Williamson	GIBB, LIVINGSTON & CO.	About 9th Sept.
SCOTIA	ACINOUS	Brit. str.	Sander	WIELEN & CO.	31st inst., P.M.
SCOTIA	EPSOM	Brit. str.		BUTTERFIELD & SWIRE	22nd Sept.
SCOTIA	HUDSON	Brit. str.	J. Cox	BUTTERFIELD & SWIRE	22nd inst.
SCOTIA	ATHOLL	Brit. str.		STANDARD OIL CO.	About 15th Sept.
SCOTIA	E. OF JAPAN	Brit. str.		DODWELL & CO., LTD.	20th Sept.
SCOTIA	ATHENIAN	Brit. str.		CANADIAN PACIFIC R. CO.	21st Sept.
SCOTIA	TELEMACHUS	Brit. str.		CANADIAN PACIFIC R. CO.	12th Oct.
SCOTIA	THERMON	Brit. str.	T. W. Garlick	BUTTERFIELD & SWIRE	7th Sept.
SCOTIA	ACABIA	Brit. str.	Bahle	PORTLAND-ANATOLIC CO.	1st Oct.
SCOTIA	CHANGSHA	Brit. str.	Moore	BUTTERFIELD & SWIRE	5th Sept.
SCOTIA	EASTERN	Brit. str.	Ellis	GIBB, LIVINGSTON & CO.	17th Sept., Noon.
SCOTIA	KANBU	Brit. str.	B. P. Martin	P. & O. S. N. CO.	About 2nd Sept.
SCOTIA	TIENTHIN	Brit. str.	Hadley	BUTTERFIELD & SWIRE	To-morrow.
SCOTIA	SHANGHAI	Brit. str.	W. F. Richard	JARDINE, MATHEWS & CO.	30th inst., 4 P.M.
SCOTIA	SHANGHAI	Brit. str.	A. Thompson	P. & O. S. N. CO.	About 23rd inst.
SCOTIA	SHANGHAI	Brit. str.	F. Kalkofen	SIMSEN & CO.	To-day, at 3 P.M.
SCOTIA	FOOCHOW & SHANGHAI	Brit. str.		BUTTERFIELD & SWIRE	29th inst.
SCOTIA	FOOCHOW, VIA SWATOW & AMOY	Brit. str.	A. Hansen	OSAKA SHOSEN KAISHA	31st inst., 10 A.M.
SCOTIA	TAMSUI, VIA SWATOW & AMOY	Brit. str.	H. A. Haalsden	OSAKA SHOSEN KAISHA	28th inst., 10 A.M.
SCOTIA	FOOCHOW & FOOCHOW	Brit. str.	T. Brandt	OSAKA SHOSEN KAISHA	4th Sept., 10 A.M.
SCOTIA	MANILA (DIR. CT)	Brit. str.		DODWELL & CO., LTD.	To-day, at 10 A.M.
SCOTIA	MANILA	Brit. str.	Weigall	BUTTERFIELD & SWIRE	To-morrow, 10 A.M.
SCOTIA	MANILA	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	29th inst.
SCOTIA	MANILA	Brit. str.	W. M. Smith	BUTTERFIELD & SWIRE	30th inst.
SCOTIA	MANILA	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	30th Sept., 10 A.M.
SCOTIA	SINGAPORE & SOUREABAYA	Brit. str.	J. Young	JARDINE, MATHEWS & CO.	6th Sept., 3 P.M.
SCOTIA	SINGAPORE, PENANG & CALCUTTA	Brit. str.		JARDINE, MATHEWS & CO.	



OSAKA SHOSEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI, VIA SWATOW	"FRITHJOF" & "TRIUMPH"	SUNDAY, 28th Aug., 10 A.M.
FOOCHOW, VIA SWATOW	"TRIUMPH" & "M. STRUVE"	WEDNESDAY, 31st Aug., 10 A.M.
TAMSUI, VIA SWATOW	"M. STRUVE"	SUNDAY, 4th Sept., 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will re-commence running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Vosse Road Central, Hongkong, 15th August, 1904.

T. ARIMA, Manager. [15]

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons, WEDNESDAY, 21st Sept.
R.M.S. "ATHENIAN" ... 3,852 Tons, WEDNESDAY, 12th Oct.
R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons, WEDNESDAY, 19th Oct.
R.M.S. "TARTAR" ... 4,425 Tons, WEDNESDAY, 2nd Nov.
R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons, WEDNESDAY,

**OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.**

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

OUTWARDS.

STEAMERS	DUE
GLASGOW and LIVERPOOL... "ANTENOR"	On 2nd September.
GLASGOW and LIVERPOOL... "TELEMACHUS"	On 4th September.
GLASGOW and LIVERPOOL... "PATROCLUS"	On 8th September.
GLASGOW and LIVERPOOL... "PLINGSUEY"	On 17th September.
GLASGOW and LIVERPOOL... "ACHILLES"	On 24th September.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"PELEUS"	On 30th August.
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 13th September.
* GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 22nd September.
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 27th September.
LONDON, AMSTERDAM and ANTWERP	"PATROCLUS"	On 11th October.
* GENOA, MARSEILLES and LIVERPOOL	"ALCINOUS"	On 22nd October.
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 25th October.

Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and * PACIFIC COAST PORTS via NAGASAKI, KOBE & YOKOHAMA,	"TELEMACHUS" ...	On 7th September.
For Freight, apply to—	"DEUCALION" ...	On 3rd October.

BUTTERFIELD & SWIRE,
AGENTS.

[10-11]

Hongkong, 26th August, 1904.

**CHINA NAVIGATION CO.
LIMITED.**

FOR	STEAMERS	TO SAIL
WEIHAIWEI, CHEFOO and TIENSIN	"KANSU"	On 27th August.
FOOCHOW and SHANGHAI	"YOCHOW"	On 27th August.
SHANGHAI	* "WOOSONG"	On 29th August.
MANILA	* "TEAN"	On 30th August.
POET DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, SYDNEY and YELBOURNE	* "CHANGSHA"	On 13th September.
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled accommodation, excellent cuisine, best brands of Wines and Spirits at moderate charges.		
+ Taking cargo on through bills of lading to all Yangtze and Northern China Ports.		
+ Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to—		

BUTTERFIELD & SWIRE,
AGENTS.

[12]

Hongkong, 26th August, 1904.

**INDO-CHINA STEAM NAVIGATION CO.
LIMITED.**

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION		
FOR	STEAMERS	TO SAIL
SINGAPORE and SOURABAYA	"SUISANG" ...	Friday, 26th Aug., 3 P.M.
* MANILA (DIRECT)	"LOONGSANG" ...	Friday, 26th Aug., 4 P.M.
TIENSIN	"ESANG"	Tuesday, 30th Aug., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG" ...	Tuesday, 6th Sept., 3 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

+ Taking cargo on Through Bills of Lading to Chofoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

[13]

Hongkong, 24th August, 1904.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA TAKU OR CHIN-WAN-TAO TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks—

S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain A. Jennings.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "TWEEDDALE"	Captain T. M. Milne.
S.S. "LOTHIAN"	Captain J. C. Williamson.

The next steamer will be the S.S. "LOTHIAN" sailing from here on or about 5th September (taking cargo for Durban, East London, Port Elizabeth, and Cape Town).

For Freight, apply to—

GIBB, LIVINGSTON & CO.,
AGENTS.

[2030]

Hongkong, 19th August, 1904.

"SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE,"

Captain G. C. Condy, will be despatched for the above ports on WEDNESDAY, the 7th September.

This steamer has superior accommodation for

Saloon passengers.

For Freight or Passage, apply to—

SHEWAN, TOME'S & CO.,
Agents.

Hongkong, 11th August, 1904.

[1358]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s forthcoming service hence to CALCUTTA. Sailing from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT—POSTE FRANCAIS.

NOTICE.

STEAM FOR:
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 6th September, 1904, the Company's Steamship "MANCHE," Captain Mourard, with Mais, Passengers, Specie and Cargo, will leave this Port for MARSÉILLE via Ports of Call, Transhipping Passengers and Cargo at Saigon to M. "Polyvalent."

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on Monday, the 5th September. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 24th August, 1904.

[2]

STEAM TO CANADA.

REDUCED FARES.

THE Commodious Steel Twin Screw Steamer "TAI ON."

Captain J. Lawrence, leaves the Tung Yik Wharf, Praya West, on MONDAYS, WEDNESDAYS and FRIDAYS at 8.00 P.M., returning from Canton on TUESDAYS, THURSDAYS and SATURDAYS, at 5 P.M.

FARES—

Saloon ... \$2.00

Chinese Saloon ... \$1.00

2nd Class ... 60¢

Steerage ... 40¢

This well-known steamer has been fitted throughout with Electric Light. Unrivalled accommodation, excellent cuisine, best brands of Wines and Spirits at moderate charges.

YIK ON S. S. CO., 309, Des Vaux Road Central, Hongkong, 9th July, 1904.

[1674]

NOTICES TO CONSIGNEES

STEAMSHIP "ERNEST SIMONS," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex.s.s. "Dore et Aurore," from Havre ex.s.s. "Ville de Valenciennes" and Ville de Lorient, in connection with above Steamer, are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, the 24th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Wednesday, the 31st August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 31st August, or they will not be recognised.

All damaged packages will be examined on Wednesday, the 31st August, at 3 P.M.

No Fire Insurance will be effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 24th August, 1904.

[2]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT," FROM SEATTLE, VICTORIA, YOKO-HAMA, KOBE AND MOJI.

THE above Steamer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD.

Agents.

Hongkong, 22nd August, 1904.

[7]

POST OFFICE NOTICES.

The *Chusan*, with the English Mail of 29th July, left Singapore on Saturday, the 20th inst., at 3 p.m. and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on the 28th June.

MAILS WILL CLOSE

FOR	PEST	DATE.
Canton		Friday, 26th, 7.30 A.M.
Singapore and Foochow		Friday, 26th, 11.00 A.M.
Shanghai		Friday, 26th, 2.00 P.M.
Singapore and Sourabaya		Friday, 26th, 2.15 P.M.
Manila		Friday, 26th, 3.00 P.M.
Chusan, Weihaiwei and Tientsin		Friday, 26th, 4.00 P.M.
Canton		Friday, 26th, 5.00 P.M.
Namao		Friday, 26th, 5.00 P.M.
Sarawak		Friday, 26th, 5.00 P.M.
Macao		Friday, 26th, 5.00 P.M.
Kongkong, Kamehuk and Samshui		Friday, 26th, 5.00 P.M.
Hoihow and Haiphong		Friday, 26th, 5.00 P.M.
Canton		Saturday, 27th, 7.30 A.M.
Manila		Saturday, 27th, 9.00 A.M.
Europe, &c., India via Tuticorin		Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)
(Supplementary mail on board up to the time fixed for departure of the mail.		Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		

Saigon		Lubertes	
Foochow and Shanghai		Yehow	
Samshui, Shuitung, Takking and Wuchow		Kongmen	
Namao		Tachun	
Sarawak		Hofa	
Macao		Wingchau	
Canton		Hantow	
Namao		Taihwa	
Sarawak		Hofa	
Macao		Wingchau	
Kongkong and Kuinchuk		Linton	
Shanghai		Worring	
Koukuon, Kuinchuk and Samshui		Takking	
Tientsin		Esang	
Manila		Tewu	

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)	

Singapore, Penang and Calentia	
Manila	
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth	
Etc.	
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)	
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth	
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)	

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	
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SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)	
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)	

THE MONEY LETTERS.—The Post Office declines all responsibility for unregistered Letters containing bank notes or jewellery, and where Registration has been neglected WILL MAKE ON ENQUIRIES into alleged losses of such letters (Postal Guide, 120.)	
Local Deliveries.—Separate boxes have been provided for posting Correspondence for the Town, Kowloon, and the Peak. The Boxes are under the Window at the East end of the Verandah in Queen's Road.	

REGISTRATION.—Correspondence can be registered for all Private Shipments and for the North China contract mails up to a quarter of an hour before the time for closing; for India, Shanghai and Pacific and Tientsin, mails up to half an hour before. For mails for Europe, America and Canada, Registration closes one hour before the time of closing the ordinary mails, but letters for dispatch by these mails may be registered with a late fee up to a quarter of an hour before the time of closing their ordinary mails.	
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TO-DAY.

Sale, Household Furniture, No. 3, Lyemoon Villas, Messrs. Hughes & Hough, 230 p.m.
TOMORROW.
Ordinary Half-yearly Meeting of Hongkong Hotel Co., Ltd., noon.
Promenade Concert, Volunteer Headquarters, if wet, City Hall, 9 p.m.
Metropole Theatre, Metropole Hotel, 9 p.m.

COMMERCIAL

CLOSING QUOTATIONS.
25th August

ON LONDON.—Telegraphic Transfer 1.90
Bank Bills, on demand 1.90
Bank Bills, at 30 days' sight 1.91
Bank Bills, of 4 months' sight 1.91
Credits, at 4 months' sight 1.91
Documentary Bills, 4 months' sight/10/10

ON PARIS.—Bank Bills, on demand 2.27
Credits, at 4 months' sight 2.30
ON GERMANY.—C. demand 3.84
ON NEW YORK.—Bank Bills, on demand 4.41
Credits, 60 days' sight 4.41
ON BOMBAY.—Telegraphic Transfer 1.34
Bank, on demand 1.34
ON CALCUTTA.—Telegraphic Transfer 1.34
Bank, on demand 1.34
ON SHANGHAI.—Bank, at sight 7.14
Private, 30 days' sight 7.25
ON YOKOHAMA.—On demand 8.83
ON MANILA.—On demand—Pesos 8.83
ON SINGAPORE.—On demand—Nominal
ON BATAVIA.—On demand 10.83
ON HATTHONG.—On demand 12 p.m.
ON SAIGON.—On demand 12 p.m. pm.
ON BANGKOK.—On demand 6.14
Sovereigns, Bank's Buying Rate \$11.05
GOLD LEAF, 100 fine, per tael \$58.30
BAR SILVER, per oz. 263

OPIUM.

23rd August.
Quotations are—Allowances not to 1 catty.
Milwa New \$1080 to \$1100 per picul
Milwa Old \$1150 to \$1180
Milwa Older \$1250 to \$1280
Milwa V. Old \$1300 to \$1330
Persian extra fine \$295 to —
Patau New \$1185 to — per che.
Patau Old \$— to —
Bananas New \$1155 to —
Bananas Old \$1170 to —

23rd August.

Quotations are—Allowances not to 1 catty.

Milwa New \$1080 to \$1100 per picul

Milwa Old \$1150 to \$1180

Milwa Older \$1250 to \$1280

Milwa V. Old \$1300 to \$1330

Persian extra fine \$295 to —

Patau New \$1185 to — per che.

Patau Old \$— to —

Bananas New \$1155 to —

Bananas Old \$1170 to —

VESSELS EXPECTED.

THE ENGLISH MAIL.

This P. & O. steamer *Chusan* left Singapore for this port on the 20th August at 3 p.m., and is due here to-day at about 6 a.m.

THE AMERICAN MAIL.

The P. M. steamer *Hongkong* left Nagasaki for Manila Aug. 22nd, will arrive there Aug. 26th, due here on the 29th August.The T. K. K. steamer *America Maru* left Yokohama for this port via Kobe, &c., on Wednesdays morning.

THE GERMAN MAIL.

The H. A. L. steamer *Nimwanta*, from Hamburg, left Singapore for this port on the 20th August, p.m. and is due here to-day, a.m.The Indo-China steamer *Kunming*, from Calcutta and the Straits, left Singapore for this port on the 23rd August, and may be expected here on the 29th August.The Barber Line steamer *Shimosa* left New York on the 14th August.The C. N. steamer *Chingtao*, from Australian ports, left Sydney on the 13th August, p.m., and is due here on the 7th September.The Boston S. S. Co. steamer *Tremont* left Seattle on the 18th August for Japan, Shanghai, Hongkong, and Manila.The C. N. steamer *Chingtao*, from Australian ports, left Sydney on the 13th August, p.m., and is due here on the 7th September.The Barber Line steamer *Shimosa* left New York on the 14th August.The C. N. steamer *Chingtao*, from Australian ports, left Sydney on the 13th August, p.m., and is due here on the 7th September.The Barber Line steamer *Shimosa* left New York on the 14th August.The C. N. steamer *Chingtao*, from Australian ports, left Sydney on the 13th August, p.m., and is due here on the 7th September.The Barber Line steamer *Shimosa* left New York on the 14th August.The C. N. steamer *Chingtao*, from Australian ports, left Sydney on the 13th August, p.m., and is due here on the 7th September.The Barber Line steamer *Shimosa* left New York on the 14th August.The C. N. steamer *Chingtao*, from